



## SKYROCKET...

250 U.S. gallons of petrol (*not* kerosene) for the turbo-jet.

Structurally, the Skyrocket is quite similar to the Skystreak. Magnesium alloy has been used to good advantage for the greater portion of the fuselage skin, and the wing and tail surfaces are made largely of aluminium alloy. As an antidote to the poor low-speed lift characteristics of the swept-back wing, Handley Page automatic leading-edge slots are fitted.

The relatively large diameter of the fuselage—much greater than that of the Skystreak—results from the necessity of stowing fuel and undercarriage, the wing being of insufficient depth. Aerodynamic brakes are fitted on the rear section of the fuselage to give control of drag or speed. The complete nose of the fuselage, containing the pressurised, refrigerated and heated cockpit, is jettisonable as a means of high-speed exit. Details of the method of jettisoning and of the pilot's procedure are not available.

In addition to the normal flight instruments, there are three types of recording instruments. A photographic "flight recorder" will record on cinefilm the readings

### IN A WESTERN CORRAL

With an armed guard for company, the Skyrocket is seen in its enclosure at the Douglas plant, screened from the eyes of passers-by. The three-view drawing below shows how astonishingly small the wing area appears in relation to the fuselage size, the machine having something of the appearance of a winged V-2.

